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Exemption of Brookbond Tea Company, from the operation of Shops and Establishments Act.

* 50 *Q.*—Sri P. K. GOPALAKRISHNAN : Will the Hon. the Minister for Industries and Labour be pleased to state—

(*a*) whether the Brookbond Tea Co., is excluded from the operation of Shops and Establishments Act and, if so, from which year onwards and the reasons therefor; and

(*b*) whether the Government have excluded any other company from the operation of this Act?

The Hon. Dr. U. KRISHNA RAO :—" (*a*) No, Sir. However, the salesmen and van-men of the company are deemed to be excluded from the Act by virtue of section 4 (1) (*b*) of the Madras Shops and Establishments Act.

" (*b*) No, Sir."

Sri P. K. GOPALAKRISHNAN :—" May I know under what provisions of the Act this has been done? "

Mr. SPEAKER :—" Let the hon. Member go through the various provisions of the Act and find it out."

Sri T. VISWANATHAM :—With great respect to the Chair, what I would like to submit is this. We ask about the provisions in order to put another question. So . . ."

Mr. SPEAKER :—" There will be no end if I allow such questions. So I am not going to allow such questions."

Sri S. C. C. ANTHONY PILLAI :—" In view of the fact that many establishments have automatically exempted themselves from the provisions of the Act, may I know whether the Government will consider the question of dismissing all the Factory Inspectors who have been appointed to see that this Act is implemented? "

The Hon. Dr. U. KRISHNA RAO :—" I said no company has been exempted from the operation of this Act except according to section 4 (1) (*b*). Therefore the necessity for these Factory Inspectors still continues."

Sri PILLALAMARRI VENKATESWARLU :—" May I know whether the Government will consider the question of amending this section 4 (1) (*b*) to the advantage of the shop assistants? "

The Hon. Dr. U. KRISHNA RAO :—" Notice, Sir."

Sri G. LATCHANNA :—" Is it not desirable that these van-men, salesmen and other categories mentioned by the Hon. Minister are also made to get the same privilege as other people under the Act? "

The Hon. Dr. U. KRISHNA RAO :—" I have nothing more to add to what I have already said."

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Sri K. P. GOPALAN :—" The Government are now granting all these concessions to the European-owned companies. May I ask whether this is the way of encouraging our swadeshi industries in the country and helping the poor workers? "

Mr. SPEAKER :—" We are now in question No. 50."

[*Note.*—An asterisk (*) at the commencement of a speech indicates revision by the Member.]

II.—GENERAL DISCUSSION ON THE BUDGET FOR THE YEAR 1952–53—*cont.*

Mr. SPEAKER :—" The House will now pass on to the next item on the agenda, viz., General Discussion on the Budget. Hon. Members may be aware that I have fixed a time-limit of 20 minutes. Sri V. R. Nagarajan will now speak."

* Sri V. R. NAGARAJAN :—" Mr. Speaker, Sir, while dealing with the Budget, I have to state at the outset that it is quite a matter of fact one and there is no speciality or glamour about it. It is a simple budget and a greater part of it deals with fresh taxes. In its overall accounting, it discloses a total deficit of Rs. 359 lakhs, a sum which has not accumulated all on a sudden this year, but which has been the legacy of the past few years. We are given to understand that it has slowly risen from Rs. 129 lakhs to Rs. 329 lakhs last year and that it has now come to this stage. Whatever may be the reasons as to why it rose up, to think of making it up by fresh taxation is not quite welcome to the generality of the people. That is how I put it. It may not be the opinion of my party and much less the opinion of the United Democratic Front. But, still, speaking on my own behalf, I would submit that it would be better if we could avoid these fresh taxes. Firstly, there is surcharge on bus passengers. If at all there will be any vehement opposition to any taxation proposals made herein, it will be to this particular tax. Because, the bus passengers, especially in the mufassal are having a very hard time in having to travel under very bad conditions in buses. Everybody knows that bus travel is much worse than travel in a third class railway compartment.

" With all the overcrowding, baggages being thrown over here 9 a.m. and there, thrown over the heads at times, I need not here dilate on the difficulties the bus passengers are put to. Even if we are not able to add to their amenities, let us see to it that we do not add to their worries and sufferings. I submit that this surcharge on bus fare may not be welcomed by many sections in this House. There are certain practical difficulties in the matter of collection of this tax. This has been pointed out by many leading newspapers of the city. The operators of buses in the mufassal are not directly under the control of Government as the bus transport in the city is. In the case of the Government Transport, for any commission or omission, the Government can take immediate action but in the case of the private operators, it will not be possible. Further the private operators might find it difficult to maintain separate accounts in the matter of collection of the surcharge. We do not